

As reported by the Committee, H.R. 2722 prohibits the use of a private sector entity as a lead system integrator beginning at the earlier date of October 1, 2011, or the date on which the Coast Guard certifies to the Committee that the service has the trained personnel and resources to implement the system integration.

I understand that the Coast Guard intends to move forward well before the 2011 date and I can assure you that this Committee will monitor their progress on taking over the Deepwater program.

H.R. 2722 also requires the use of full and open competition for procurements under Deepwater, and sets forth specific provisions to be included in future contracts including requirements subjecting designs to technical review and development of independent cost estimates. Transient electromagnetic pulse emanation ("TEMPEST") standards, as used by the Department of the Navy, must be used for procurements requiring TEMPEST certification. The bill further requires that all contracts include provisions allowing the OIG to privately interview contractor personnel working on Deepwater.

The bill also requires the appointment of a civilian Chief Acquisition Officer within the Coast Guard, who would report directly to the Commandant, and specifies a number of authorities reserved to the Chief Acquisition Officer.

H.R. 2722 sets standards for testing and certification of assets procured under Deepwater. Each cutter—other than a National Security Cutter (NSC)—must be classed by the American Bureau of Shipping (ABS). The design and construction of NSCs, with the exception of NSC 1 and 2, must be certified as capable of being underway for at least 185 days a year for 30 years and the other performance requirements by an independent third-party such as ABS or the Navy. The bill calls for all aircraft to be certified by an independent third-party such as the FAA or the Navy as well.

In addition, the bill requires a number of reports to Congress from the Coast Guard to enhance the Committee's oversight of this important acquisition program.

I would like to thank Ranking Member MICA and Subcommittee Ranking Member LATOURETTE for working with Subcommittee Chairman CUMMINGS and me on this bill.

Madam Speaker, I urge my colleagues to join me in supporting passage of H.R. 2722, the "Integrated Deepwater Program Reform Act of 2007".

Mr. THOMPSON of Mississippi. Madam Speaker, I stand in support of H.R. 2722 because I recognize the importance of the Integrated Deepwater Systems (Deepwater) program to our National security.

We need to replace our aging ships and aircraft that operate offshore to protect our borders. While this program has come under much scrutiny for being more expensive than previously thought and taking more time to complete, it is still a worthwhile endeavor.

Everyday, valiant members of the U.S. Coast Guard risk their lives to rescue and protect Americans. The continued success of this mission is dependent upon Coast Guard assets which are aging by the day. In the mid-1990s, the Coast Guard decided to replace all of these assets in a single procurement program—the Integrated Deepwater System pro-

gram, typically referred to as Deepwater. The Coast Guard's plan was to set forth broad mission requirements and then rely on private contractors to determine the mix of assets necessary to carry out those missions. Ultimately, the contract went to "Integrated Coast Guard System" (ICGS), a consortium headed by Lockheed Martin and Northrop Grumman.

Deepwater was intended to replace or modernize the approximately 90 ships and 200 Coast Guard aircraft used for missions taking place more than 50 miles offshore. The primary missions carried out in this "deepwater" zone are drug and migrant interdiction operations, search and rescue, homeland security, and fisheries law enforcement. Unfortunately, this program has been beset with problems. One part of the ICGS's Deepwater plan was to lengthen the Coast Guard's existing 110 foot patrol boats by 113 feet. Shortly after the first extended boat was delivered, cracks were found in its hull. The Coast Guard dry-docked the boats in December 2006 due to the lack of operational capacity in heavy seas. On February 14, 2007, the Department of Homeland Security Office of Inspector General released a report concerning whistleblower allegations made against the 123-foot Coast Guard cutter program. The report found that aspects of the C4ISR (Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance) equipment installed aboard the 123-foot cutters do not meet the design standards set forth in the Deepwater contract.

Specifically, the contractor did not install low smoke cabling aboard the 123-foot cutter, despite a Deepwater contract requirement. The intent of this requirement was to eliminate the polyvinyl chloride jacket encasing the cables, which for years produced toxic fumes and dense smoke during shipboard fire.

Additionally, the contractor installed C4ISR topside equipment aboard both the 123-foot cutters and prosecutors, which either did not comply or was not tested to ensure compliance with specific environmental performance requirements outlined in the Deepwater contract. On April 17, 2007, the Commandant of the Coast Guard announced the decommissioning of the entire 123-foot fleet.

Similarly, there are problems with the National Security Cutter. On January 23, 2007, the Department of Homeland Security Inspector General's Office released a report stating that "the National Security Cutter, as designed and constructed, would not meet the performance specifications described in the original Deepwater contract." The report also states that "The National Security Cutter's design and performance deficiencies are fundamentally the result of the Coast Guard's failure to exercise technical oversight over the design and construction of its Deepwater assets."

Furthermore, the Inspector General's Office found that "since the deepwater contract was signed in June 2002, the combined cost of National Security Cutters 1 and 2 has increased from \$517 million to approximately \$775 million." The \$775 estimate does not include costs to correct or mitigate the National Security Cutter's structural design deficiencies, additional labor and materials costs resulting from the effects of Hurricane Katrina, and the final costs of a \$302 million Request for Equitable Adjustment (REA) that the Coast Guard is currently negotiating with the contractor. Finally, the report states that the Inspector General's Office "encountered resistance" from

the Coast Guard and the contractor in its efforts to evaluate the structural design and performance issues associated with the cutter.

The IG's findings are very serious and I am deeply concerned about the Coast Guard's ability to manage the Deepwater program. Strict Congressional oversight on the part of the new Democratic Congress has forced the Coast Guard to make several significant changes to this much-needed program and continued oversight is needed. The Homeland Security Committee has already held one hearing on the Deepwater Program this year, and more are planned.

H.R. 2722 makes improvements to the Deepwater program that will refine the process and make it effective for protecting the homeland for decades to come. For instance this bill creates a process for the Coast Guard to become the lead systems integrator for the program, it opens up competition for procurements, requires the Coast Guard to provide life-cycle cost estimates, requires the appointment of a Chief Acquisitions Officer, establishes testing and certification requirements for Deepwater assets, provides design criteria for the National Security Cutter, and allows the Department of Homeland Security to work with the United States Navy. These changes to the program are necessary to make Deepwater an effective homeland security program.

Mr. LATOURETTE. Madam Speaker, I yield back the balance of our time.

GENERAL LEAVE

Mr. CUMMINGS. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on H.R. 2722, as amended.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Maryland?

There was no objection.

Mr. CUMMINGS. Madam Speaker, I yield back my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Maryland (Mr. CUMMINGS) that the House suspend the rules and pass the bill, H.R. 2722, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Mr. CUMMINGS. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

RONALD H. BROWN UNITED STATES MISSION TO THE UNITED NATIONS BUILDING

Mr. CUMMINGS. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 735) to designate the Federal building under construction at 799 First Avenue in New York, New York, as the "Ronald H. Brown United States Mission to the United Nations Building".

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 735

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DESIGNATION.

The Federal building under construction at 799 First Avenue in New York, New York, shall be known and designated as the "Ronald H. Brown United States Mission to the United Nations Building".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the Federal building referred to in section 1 shall be deemed to be a reference to the "Ronald H. Brown United States Mission to the United Nations Building".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Maryland (Mr. CUMMINGS) and the gentleman from Ohio (Mr. LATOURETTE) each will control 20 minutes.

The Chair recognizes the gentleman from Maryland.

GENERAL LEAVE

Mr. CUMMINGS. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on H.R. 735.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Maryland?

There was no objection.

Mr. CUMMINGS. Madam Speaker, I yield 5 minutes to the distinguished chairman of the committee on Ways and Means, Mr. RANGEL.

Mr. RANGEL. Madam Speaker, thank you so much for giving me this opportunity to share with this body the life of a great American named Ron Brown, and I'm asking your support to have a Federal building, a U.N. missions building if you will, to be named after him.

Even though Ron Brown was an African American from Harlem, his story is more of an American story than one of color, because on the streets of Harlem you don't find too many people exposed to dreams of ever becoming a Secretary of Commerce, indeed an ambassador for this great country.

But Ron never forgot Harlem, and it was the Urban League that drove him to do things in the civil rights movement. It was his dedication to his country that drove him to spend 4 years in the military, but everywhere that Ron Brown would go as Secretary of Commerce, he was there not just to sell businesses to the country. He was there to sell the American flag, the principles of that flag and the thing that we stand for.

I went with him to South Africa to see him negotiating with leaders, political leaders there, but all the time that he was talking to them, it wasn't which party was right or which party was wrong or how to bring about solidarity. He was asking how could America help the people to get clean water, to get medicine, to get food and to let them know that our multinationals were there, not just for the share-

holders of their firm but the shareholders of the world.

And so when you come to New York, where you always see diversity, people of different color, different languages, different cultures, and you see the Federal mission to the United Nations, there could not be a sight that would be more reminiscent of Ron Brown than the contributions that he made to my community, my country, but indeed, the entire world.

And so thank you for shepherding this wonderful bill so that his family and his friends and his supporters and kids to follow would know that out of Harlem we planted the seed, and he died for this country on a mission for President Clinton. His memory will never, never be forgotten; and I was proud to be a desk clerk at the time that he was living in a hotel that his father managed in New York. And he will forever be in my mind and I hope in yours as you think about great Americans who lost their lives for this great country.

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Mr. LATOURETTE. Madam Speaker, I yield myself such time as I may consume.

H.R. 735 designates a Federal building under construction at 799 First Avenue, New York, New York, as the Ronald H. Brown United States Mission to the United Nations Building. Ron Brown was born in Washington D.C., grew up in New York City, and had a distinguished career and exemplary life. This is a good piece of legislation.

Ron Brown was born in Washington, DC and grew up in New York City. After attending Middlebury College, he commanded several units in the United States Army and served with distinction. Following his service in the Army, Ron Brown attended St. John's Law School.

After finishing law school, Ron Brown began a career as a lawyer and a lobbyist. He served as chief counsel for the Senate Judiciary Committee under the chairmanship of Senator TED KENNEDY. In addition, he chaired the Senior Advisory Committee of the Institute of Politics at the John F. Kennedy School of Government, Harvard University and was an elected member of the Council on Foreign Relations.

Ron Brown's career culminated in his appointment as Secretary of Commerce by President Bill Clinton. Tragically, his life ended abruptly while on a trade mission to Croatia in 1996. Secretary Brown was an accomplished politician and diplomat.

I would like to note that after the Committee on Transportation and Infrastructure marked up this bill, the State Department raised concerns about setting the precedent of naming a U.S. Embassy. I hope the chairman could work with the State Department to resolve this issue before this bill is signed into law.

Madam Speaker, I yield back the balance of my time.

Mr. CUMMINGS. Madam Speaker, I yield myself such time as I may consume.

I merely want to associate myself with the words of the chairman of the

Ways and Means Committee, Mr. RANGEL. I urge all Members to vote in favor of the bill.

Mr. OBERSTAR. Madam Speaker, I rise in strong support of H.R. 735, a bill to designate the United States Mission to the United Nations Building located at 799 First Avenue, New York, NY, as the "Ronald H. Brown United States Mission to the United Nations Building."

Consideration of this bill on the House floor is long overdue. I commend the gentleman from New York (Mr. RANGEL) for his steadfastness in supporting this bill. Congressman RANGEL introduced similar bills to designate the United States Mission to the United Nations in honor of Ron Brown in the 108th and 109th Congresses. I am pleased that today we will finally pass this bill and pay a fitting tribute to the life and achievements of this extraordinary American.

Ron Brown was a man who served his country in many capacities: lawyer, pragmatic bridge builder, statesman, mentor, and trusted friend.

He may be best known for his service as the first African-American Secretary of Commerce. In that position, he became a powerful and influential voice for promoting American products and trade abroad. He championed expanding markets for U.S. goods and services, in order to increase job opportunities and foster job creation here at home.

He also served on President Clinton's National Economic Council, Domestic Policy Council, and Task Force on National Health Care Reform. He served President Clinton on the Trade Promotion Coordinating Committee and was Co-Chair of the U.S.-Russia Business Development Committee.

Secretary Brown served on the Board of Trustees for Middlebury College and received his law degree from St. John's University in New York City. Prior to entering public service, he worked as a welfare caseworker in New York City.

In addition to his many talents and strengths, Secretary Brown was a passionate civil rights activist with a distinguished record of service to his community. His commitment to this Nation and its citizens provides a model for us all.

Secretary Brown's life was tragically ended in April 1996 when he was killed in a plane crash in Croatia while on an official Department of Commerce trade mission.

The Department of State had requested that Secretary Brown personally undertake the trade mission to highlight and find opportunities for U.S. businesses to boost economic reconstruction of the war torn region of former Yugoslavia.

Congress has previously designated Federal buildings that serve as Department of State facilities on four separate occasions. In 2000, Congress designated the Department of State headquarters as the "Harry S Truman Federal Building" (P.L. 106-218). In 2004, Congress designated the Foreign Service Institute as the "George P. Schultz National Foreign Affairs Training Center" (P.L. 108-136). In 2005, Congress designated the United States Embassy Annex in Rome, Italy, as the "Mel Sembler Building" (P.L. 108-447) and designated the Federal building in Kingston, Jamaica, as the "Colin L. Powell Residential Plaza" (P.L. 109-89).

Secretary Brown died in service to his country on a mission undertaken at the request of

